2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1
Yemen MM1

*From the "Upper Circle" 1958*

locally in increasing the prestige of the Imam. As a threat to anyone they are not worthy of consideration and should prove an easy target for aircraft should the need to obliterate them ever arise. Perim is no longer of any military importance and has not been garrisoned since 1928 and has had no commercial importance since Lambert Brothers or the Perim Coal Company closed down some twenty years ago. The only claim to be of use that the island can make is that it is the site of two essential lighthouses, and even in this respect it is a nuisance as the presence of the lighthouses necessitates the maintenance on the island of a detachment of Armed Police. As there is no water on the island a condenser has to be manned and maintained to provide the lighthouse crews and the police with drinking water. Altogether Perim has become rather more of a liability than an asset.

I think it most unlikely that there ever has been any intention of the Yemen or Egypt to construct a submarine base at the southern end of the Red Sea. It would be most uncomfortable in the summer, within easy range of aircraft from Aden and altogether rather pointless. Submarines will probably visit Hodeidah if they have Commanders sufficiently skilful and intrepid to navigate through the reefs which surround that place, and they may call at Mocha further south, but I see no menace to anyone in this and can only hope that Russian and Chinese gold and dollars will be wasted on so fruitless an enterprise.

The highlights of this otherwise rather gloomy picture are the loyalty of the Protectorate Forces and the renewed interest of the Protectorate States in the Federation plan. The Aden Protectorate Levies and the Government Guards consist, as we know, entirely of Arabs from the Protectorate States with British and Arab officers; in the Government Guards of equal status in the higher ranks. Their bravery and devotion to duty under continuous and almost intolerable strain has been outstanding, and they have won the admiration and respect of everyone by their work for their country in whose defence they have always been ready to lay down their lives.

Under the continued spur of Yemen aggression and subversion the States of the Protectorate seem at last to have realized

4 Gt. Brit., Colonial Office C-9 (1937) 1939 M341 Aden M341



## DESCRIPTION.

The Aden peninsula is high, rocky and of volcanic formation; Jebel Shamsan, its summit, is 1,725 feet (525 m.) high and there are some turreted peaks close to it. The harbour lies westward and north-west of the peninsula. Dwelling-houses and shops are constructed on the ridges of the mountain and in the valleys between them where the ground is normally level. Crater, the main and original town, is situated at a distance of five miles from the modern harbour and lies in the extinct volcano on the east of the peninsula.

The isthmus is a flat sandy plain on which has been laid out the aerodrome and lines of the Royal Air Force, the Naval wireless station, the Aden Protectorate Levy lines, and the golf course. Owing to lack of building space at Tawahi, dwelling-houses for senior Government officials have recently been constructed here. It is only 1,320 yards wide at its narrowest point near the peninsula. Cultivation occurs at Sheikh Othman in the form of a large vegetable and fruit garden belonging to the Aden Settlement. There are also privately-owned date palms there.

Hiswa has several groves of palms, but with these exceptions there is no regular cultivation in the Settlement.

## PERIM.

Perim island, situated in the Straits of Bab-el-Mandab, is bare, rocky, and rather flat in appearance; its highest point, about a mile northward of its southern extremity, is 214 feet (65 m.) high. The surface of the island is grooved with dry watercourses and covered with coarse grass and stunted shrubs, the subsoil being sand and conglomerate coral. Perim harbour and False Bay, a small shoal light, lie on the southern side of the island. Perim was at one time of importance as a coaling station, and also from the Eastern Telegraph Company's station and Lloyd's signal station being situated there.

## CLIMATE.

There is a third-class meteorological observatory at Aden under the superintendence of the Medical Officer in charge of the European General Hospital. The maximum dry temperature recorded was 109·3 in June, and the minimum was 68·1 in December. The rainfall totalled 8 centimetres. Hot sandy winds prevailed as usual during the south-west monsoon. There are no crops in Aden, which depends on supplies from other countries, principally India and the interior.

The climate of Aden from October to April, i.e. during the north-west monsoon, is cool and pleasant, especially from November to February. During the south-west monsoon, i.e. from June to September, a hot sandy wind known as khamsin prevails on the peninsula, but on its western side the breezes are

4-Gt. Brit., Colonial Office G-3 (1937) 1939 MMI Aden MMI



The revenue derived from the taxation of motor vehicles accrues to the Aden Settlement, which body undertakes the maintenance and improvement of roads. 651

## XVII.—MISCELLANEOUS.

### Port Administration.

The Port of Aden, which affords safe accommodation for vessels up to 33 feet in draught (vessels of deeper draught can be handled by working the tides) is administered by a Board of Trustees constituted under the Port Trust Act V of 1888. The Board is at present composed of four officials including the Chairman, who is also Chairman of the Aden Settlement, and seven non-officials. The Trustees are appointed by the Governor for a period of two years. 647 504

The minimum depth of water at low tide available in the approach channel and inner mooring basin except the four deep-water berths is 32' 6"; there are four oil-berths connected to the land installation by submarine pipe-lines, and two have been dredged to a minimum depth of 35 feet at L.W. There are two other berths dredged to a similar depth available for the supply of bunker coal and for general purposes. 504

The Port Trust maintain a pilot service consisting of one Harbour Master and five pilots. 502

The Aden Port Trust publish a separate administration report. 647

Mercantile marine matters are dealt with by a Port Officer. The present incumbent is an officer of the Royal Indian Navy and is also Superintendent of Lighthouses.

### Aden Port Trust Finance.

Statement showing the opening and closing balances with actual receipts and expenditure for the year ending the 31st March, 1938:—

| | Rs. |
|---|---|
| Opening Balance on the 1st April, 1937 ... ... | 23,18,521 |
| Receipts for the year 1937–38 ... ... ... ... | 18,30,598 |
| | 41,49,119 |
| Expenditure for the year 1937–38 ... ... ... | 10,17,871 |
| Closing Balance on the 31st March, 1938 ... ... | 31,31,248 |

*Note.*—The Port Trust Accounts are maintained for the financial year and not for the calendar year. The above figures are therefore based on the working of the financial year.

G.Gt. Brit., Colonial Office G-3 (1947) 1948 MMI Aden MM1



## PORT ADMINISTRATION

The Port of Aden, which affords safe accommodation for vessels up to 34 feet in draught (vessels of deeper draught can be handled by working the tides), is administered by a Board of Trustees constituted under the Aden Port Trust Act, No. V of 1888. The Board is at present composed of four officials including the chairman and eight non-officials. The Trustees with the exception of the chairman are appointed by the Governor for a period of two years. Vacancies during this period are also filled by the Governor. The Board publishes an Aden Port Trust Administration Report annually.

The minimum depth of water at low tide available in the Approach Channel and the Inner Mooring Basin, is 36 feet; there are 19 first-class berths, including 11 oil berths suitable for large vessels; 5 second-class berths, including 1 oil berth suitable for vessels of medium size; 8 third-class berths suitable for small vessels. The oil berths are connected to the land installation by submarine pipe-lines: all berths are available for the supply of bunker coal and general purposes.

The Port Trust maintains a pilot service consisting of one Harbour Master and seven pilots.

Mercantile marine matters are dealt with by the Port Officer. The present incumbent is a retired Officer of the Royal Navy, who is also Superintendent of Lighthouses.

### *Finance*

The following statement shows the opening and closing balances with actual receipts and expenditure for the year ending 31st March, 1947:

| | | | | |
|---|---|---|---|---|
| Opening balance on 1st April, 1946 . | Rs. | 3,08,462 | 0 | 2 |
| Receipts for the year 1946-47 . . | | 29,16,513 | 1 | 2 |
| | Rs. | 32,24,975 | 1 | 4 |
| Expenditure for the year 1946-47 . | | 26,87,504 | 10 | 1 |
| Closing balance on 31st March, 1947 . | Rs. | 5,37,470 | 7 | 3 |

NOTE: The Port Trust Accounts are maintained for the financial year and not for the calendar year.

## PUBLIC RELATIONS AND INFORMATION

### *General*

During 1947 the Department of Public Relations and Information continued to be under the direct control of His Majesty's Government. In conformity with the need for economy the services of a full-time Public Relations Officer was dispensed with in the second half of the year, and the Protectorate Education Officer appointed to hold the position in addition to his other duties. Reductions were also made in clerical

G.Gt. Brit . Colonial Office G-3 (1948) 1950 MMI Aden MM



services, the maintenance and improvement of roads, the provision of recreation facilities for the Aden public and the control of building operations. It has still been found necessary to maintain foodstuffs stalls in the municipal markets in order to ensure that the majority of the population can purchase essential foodstuffs, such as sugar and rice, at Government controlled prices.

During 1948 the Township Authorities were able to build a further 40 houses in Sheikh Othman for working class families, and recently 40 families were moved into them, their former insanitary mud and wattle hovels being destroyed thus removing a source of danger to public health. In Crater 12 houses were completed and allocated.

## PORT ADMINISTRATION

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The minimum depth of water at low tide available in the approach channel and the inner mooring basin is 36 feet; there are 19 first-class berths, including 11 oil berths, suitable for large vessels; 3 second-class berths, including 1 oil berth, suitable for vessels of medium size; 8 third-class berths suitable for small vessels. The oil berths are connected to the land installation by submarine pipe line; all berths are available for the supply of bunker coal and general purposes.

The Port Trust maintains a pilot service consisting of one Harbour Master and nine pilots.

The Aden Port Trust publishes a separate Administration Report.

Mercantile marine matters are dealt with by the Port Officer. The present incumbent is also Superintendent of Lighthouses.

*Finance*

The following statement shows the opening and closing balances with actual receipts and expenditure for the year ending 31st March, 1948:

| | | | |
|---|---|---|---|
| Opening balance on 1st April, 1947 . | Rs. | 5,27,470 | 7 3 |
| Receipts for the year 1947-48 . . | | 41,34,740 | 8 9 |
| | Rs. | 46,72,211 | 0 0 |
| Expenditure for the year 1947-48 . | | 39,74,764 | 8 2 |
| Closing balance on 31st March, 1948 . | Rs. | 6,97,446 | 7 10 |

NOTE: The Port Trust Accounts are maintained for the financial year and not for the calendar year.

?; Gt. Brit., Colonial Office G-3 (1949-50) 1951 MMI Aden



*Qat Tax*

Yield in 1949 .. Rs. 2,58,578.
Yield in 1950 .. Rs. 3,55,706.

The tax on qat (a narcotic leaf chewed by the local inhabitants) is collected at the Sheikh Othman Township Office. The tax was assessed at Rs. 1-14-0 per 20 lb., but was increased to Rs. 2-12-0 from January, 1950.

*Vehicles*

Yield in 1949 .. Rs. 1,739.
Yield in 1950 .. Rs. 1,765.

The Township Authority registers all animal and hand-drawn vehicles and a Registration Fee varying between Rs. 8 and Rs. 12 per annum is charged. Vehicles fitted entirely with rubber tyres are, however registered free of charge in order to encourage the use of rubber tyres so that wear and tear on road surfaces can be decreased. Bicycles are not registered at present.

Motor vehicles are registered by the Police, who collect the taxes, issue licences, etc.

*Trade Licences*

Yield in 1949 .. Rs. 86,260.
Yield in 1950 .. Rs. 87,063.

Licensing of general traders was introduced during the war as an aid to control, the fee being only Re. 1 a quarter, except for wholesalers and traders in tobacco and dangerous substances, who pay much higher rates.

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?: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden mm1



and nine pilots. Mercantile marine matters are dealt with by the Port Officer. The present incumbent is also Superintendent of Lighthouses.

The Port has continued to thrive throughout the period and there has been a further increase in the number and tonnage of ships using the harbour. There has been an increase in the number of ships calling for the purpose of bunkering and a consequent increase in the business done by the oil supplying companies. Coal bunkering has shown the falling off noticeable in previous years.

The Aden Port Trust publishes an annual report.

### PUBLIC RELATIONS AND INFORMATION OFFICE

The Public Relations and Information Office continued under the part-time supervision of the District Commissioner with an Advisory Committee representing local opinion. In accordance with their recommendations the main activity has been the showing of news and documentary films, in English and Arabic, at clubs and in public open spaces.

A regular series of Bulletins, in English and Arabic and occasionally Gujerati, was published on departmental activities and matters of local interest, and these are now issued from time to time on special topics. Regular news sheets were issued in 1949 and early in 1950, but these have now been replaced by occasional press conferences with Heads of Departments as the local Arab press is increasing in circulation and experience and becoming more qualified to give publicity to Government intentions and achievements.

There is no local broadcasting system, news and entertainment being offered direct by the B.B.C. Arabic Service and the broadcasting stations of Cairo, Delhi, Damascus, Baghdad and other Arab countries. A public address system, with loud-speakers in open spaces in the main centres of population, is used for announcements of importance.

Public reading rooms in the Colony, which had been set up by the Ministry of Information during the war, were closed as a measure of economy in 1948, but three were maintained in the Protectorate.

The routine activities of the Office which includes the supply of news reels to commercial cinemas, the distribution of periodicals to institutions and interested persons, and the provision of information services to the Aden Protectorate and Kamaran, were maintained during the year.

## Chapter 4: Weights and Measures

Imperial weights and measures are the legal standard, but a number of local and Indian measures are in use, particularly the frasila, which is normally 28 lb. but varies for different commodities.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 Mar. Aden MM1
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A 504 647

### PORT ADMINISTRATION

The Port of Aden is administered by a Board of Trustees constituted under the Aden Port Trust Ordinance (No. 3 of 1951). The Board is at present composed of four officials including the Chairman, and eight non-officials. The Trustees, with the exception of the Chairman, are appointed by the Governor for a period of two years. Vacancies during this period are also filled by the Governor.

A 502 505

The Port Trust maintains a pilot service consisting of one Harbour Master and nine pilots. Mercantile marine matters are dealt with by the Port Officer. The present incumbent is also Superintendent of Lighthouses.

A 504

The Port has continued to thrive throughout the period and there has been a further increase in the number and tonnage of ships using the harbour. There has been an increase in the number of ships calling for the purpose of bunkering and a consequent increase in the business done by the oil supplying companies. Coal bunkering has shown the falling off noticeable in previous years.

The Aden Port Trust publishes an annual report.

## Chapter 4: Weights and Measures

A 804

Imperial weights and measures are the legal standard, but a number of local and Indian measures are in use, particularly the frasila, which is normally 28 lb. but varies for different commodities.

## Chapter 5: Reading List for Colony and Protectorate

A 113 H 113

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HUNTER, F. M. *An Account of the British Settlement of Aden in Arabia.* London, Trubner, 1877.

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